

## CHAPTER 11

# TRANSPORT

### Introduction

- 11.1 Transport is about the movement of people and goods. An efficient transport system is not an end in itself, but is an essential part of almost every social, recreational, commercial or business activity. The transport system and patterns of land use are closely linked. For instance, during the nineteenth century and the first part of the twentieth, when the rail network was developed, towns and suburbs, including areas such as Surbiton, Tolworth and Chessington, grew up along the railway lines, taking advantage of the good access offered to central London. But the borough has no link to the underground system and orbital movement by public transport, for example to Sutton and Croydon, is difficult. This radial pattern is also seen in the road network and this can make journeys within the borough difficult.
- 11.2 In more recent times, the focus on highway development and growth in car ownership has encouraged urban development at out-of-town locations with good highway links but away from major public transport links. Residential migration from larger towns to smaller communities and the development of out-of-town shopping centres and business parks has created a culture of car dependency and an increase in traffic and congestion levels on our roads which is having an adverse impact on our environment.
- 11.3 During the last decade, the close relationship between transport, development and the environment has been increasingly recognised. Government guidance on transport and planning over that time has changed its focus from meeting the demand for travel to managing the overall demand for travel by reducing the length of journeys and the need to travel.
- 11.4 Better provision for modes of travel other than the private car – bus, train, cycling and walking – and promoting their increased use has become a central feature of transport policy, particularly in the transport White Paper published in 1998, 'A Better Deal for Transport – Better for Everyone' and its associated 'daughter' documents and in 'Transport 2010', the Government's 10 year plan. Planning guidance has highlighted sustainable modes and managing demand since the publication of PPG13 Transport in 1994, revised in 2001, with these themes featuring in PPG6 and The London Plan.
- 11.5 Better provision for, and access to, means of transport other than the car is a 'carrot' which needs to be accompanied by 'sticks' to discourage road traffic in order to achieve a more sustainable environment. The achievement of targets, especially in relation to reducing levels of vehicle emissions and greenhouse gases is partly dependent on an actual reduction in road traffic. The Council has agreed a borough-wide reduction target of 10% on 1996 traffic levels by 2010; the London-wide strategy, agreed through LPAC, has a target for Outer London boroughs, including Kingston, of 10% on 1997 levels, also by 2010.

However, the continued growth in traffic and lack of certainty about public transport investment has reduced the prospects of achieving this target. It is considered that reducing the rate of road traffic growth is more realistic. The Mayor of London's Transport Strategy suggests a target of reducing the rate of traffic growth in Outer London by one-third. Achieving road traffic reduction targets involves freight as well as car journeys. There is an increasing importance accorded to the role of rail in moving freight. This is reflected in Railtrack's identification of strategic freight depots and sidings to be safeguarded (including those at Tolworth and Chessington South) and the development of freight strategies by both Railtrack and the Strategic Rail Authority.

- 11.6 Measures to reduce use of the car will need to include measures affecting the availability of parking and access to it as well as financial measures to control use and favour certain users such as shoppers over others such as commuters. Ensuring that enhanced provision of sustainable transport and restraint on car use complement each other to achieve the desired objectives requires careful consideration and planning to keep both sides of the equation developing in phase.
- 11.7 This chapter sets out the Council's land use and traffic management policies for ensuring that travel in the borough develops in a sustainable way which contributes to the social, economic and environmental well-being of all parts of the community. These policies need to be considered alongside proposals for specific transport schemes which are set out in the Local Implementation Plan (LIP) which is the means by which the Council seeks Government funding from Transport for London (TfL) for transport projects.

## STRATEGIC POLICIES

[Note: Policy STR12 is now incorporated in Policy STR13]

### Sustainable Transport Strategy STR13

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**THE COUNCIL WILL SEEK TO REDUCE THE NEED FOR TRAVEL, ESPECIALLY THAT BY PRIVATE CAR, AND TO LIMIT THE LENGTH OF JOURNEYS TO BE MADE, THROUGH APPROPRIATE LAND USE POLICIES.**

**THE COUNCIL WILL SEEK TO PROVIDE ACCESSIBILITY THROUGH SUSTAINABLE DEVELOPMENT OF THE VARIOUS TRANSPORT NETWORKS SO AS TO SECURE AN IMPROVED ENVIRONMENT AND REDUCED TRAFFIC CONGESTION AND IN PARTICULAR HAS DETERMINED THAT IN THE DEVELOPMENT OF LOCAL TRANSPORT POLICIES:**

- i) PUBLIC TRANSPORT IS MANAGED AND DEVELOPED SO AS TO PROVIDE THE MAIN MEANS OF MEETING THE CONTINUED DEMAND FOR TRAVEL FOR MOST JOURNEYS;**
- ii) THERE WILL BE AN EMPHASIS ON THE MANAGEMENT AND IMPROVEMENT OF EXISTING TRANSPORT INFRASTRUCTURE; THIS WILL BE COMPLEMENTED BY SUPPORTING THE USE OF THE RIVER THAMES FOR A RANGE OF JOURNEYS AND SEEKING INNOVATIVE WAYS OF MEETING THE BOROUGH'S TRANSPORT NEEDS;**
- iii) FACILITIES WILL BE DEVELOPED WHICH ENABLE GREATER USE OF WALKING AND CYCLING AND OTHER ENVIRONMENTALLY FRIENDLY FORMS OF TRANSPORT INCLUDING RAIL FREIGHT;**
- iv) THE COUNCIL WILL SEEK TO REDUCE RELIANCE ON CAR TRAVEL, PARTICULARLY AT PEAK HOURS, THROUGH MANAGING THE AVAILABILITY OF CAR PARKING;**
- v) THE ENVIRONMENT OF ALL AREAS OF THE BOROUGH WILL BE PROTECTED BY THE IMPLEMENTATION OF APPROPRIATE TRAFFIC CALMING MEASURES;**
- vi) GENERALLY THE CONSTRUCTION OF NEW HIGHWAYS WILL NOT BE CONSIDERED AS THE APPROPRIATE MEANS OF OVERCOMING TRAFFIC CONGESTION AND MEETING FUTURE DEMANDS. EXCEPTIONALLY NEW ROADS MAY BE CONSIDERED SUCH AS IN THE CIRCUMSTANCES GIVEN AT T6.**

11.8 Land use and transport policies and decisions have major impacts on each other and need to complement each other, in contributing to meeting common environmental objectives. For instance, where development is located can reduce the need to travel, reduce the length of journeys and improve access to jobs, goods and services for all sections of the community. Plan policies provide this positive integration by:

- Promoting high density development, especially of major traffic generators, as much as possible in town centres where they are accessible by public transport, walking and cycling;
- Promoting the viability of local centres and facilities which are more accessible by walking and cycling;

- Resisting large out-of-centre developments where they would encourage longer journeys by car, be poorly served by sustainable travel modes or be potentially harmful to the vitality and viability of existing centres in the borough.
- 11.9 These location policies need to be complemented by transport policies which encourage sustainable travel in order to promote a cleaner, greener, healthier and more prosperous future for the borough. For the borough, these include
- Improving performance and reliability of public transport services;
  - Devising and implementing measures to promote cycling and walking;
  - Investigating and developing proposals to improve orbital connections; and
  - Supporting improved public transport interchanges.
- 11.10 The Council's transport strategy deals with six main policy areas with the overarching objective of securing better, more sustainable and more accessible transport which will support delivery of the UDP proposals. Fulfilling this objective will also contribute to meeting the Council's obligations in achieving improved air quality and in meeting the Council's traffic reduction target. In accordance with the statutory review and assessment of air quality required by the Government's National Air Quality Strategy (NAQS), the borough is required to declare Air Quality Management Areas (AQMAs) where the review predicts that the public will be exposed to levels of key pollutants exceeding the targets in the National Air Quality Objectives. As a result of the review and following extensive consultation the Council will declare AQMAs where action is required to achieve the objective (cross reference with Policy MW6).
- 11.11 Buses are expected to have a key role in achieving more sustainable travel patterns. If they are to attract increased passenger numbers, it is important that there is investment in highway infrastructure and traffic management (such as bus lanes and priority for buses at traffic signals) to improve the quality and reliability of bus services so that it is an attractive alternative for car users. These improvements need to be complemented by the introduction of buses offering higher standards of comfort and accessibility for all. Alterations/extensions to routes and the introduction of new services will be necessary to ensure all parts of the borough have ready access to bus services and that it is easy to reach all parts of the borough. It is also necessary to secure improved services to and from adjoining areas in Surrey, where public transport accessibility is generally low, if the desired changes in travel patterns are to be achieved. The Council will work with adjoining boroughs, Surrey County Council, bus operators and Transport for London to achieve this. Investment will also be needed to enhance the quality, variety and reliability of train services. It is not only passenger rail services that can contribute to more sustainable travel. Congestion and the levels of vehicle emissions will both be reduced if more freight is carried by rail. To support the long term development of rail freight, Railtrack has identified a number of strategic rail sites which should be protected for future freight use. The Tolworth depot site is included in the list; this is reflected in the appropriate uses for the Proposal Site.
- 11.12 The need to provide improved, safe and attractive facilities for sustainable ways of travelling and to discourage car travel mean that where appropriate, road

space may be reallocated, for instance, for bus lanes, to meet these priority needs.

- 11.13 Development of cycling routes (particularly through the London Cycle Network (LCN)) and facilities, of pedestrianisation schemes, pedestrian routes and reduced traffic areas, and generally promoting measures to secure a safe environment for cyclists and pedestrians will be vital in securing more use of these means of travel for a variety of local trips.
- 11.14 The potential of 'carrots' offered by improved public transport, cycling and walking facilities will need to be accompanied by 'sticks' to persuade people to use their cars in a more selective way if the necessary level of change in travel patterns is to be achieved. Managing the availability of car parking is an important means of doing this. Measures can include the use of on-street parking controls in sensitive areas, such as residential streets near railway stations or the pricing regime applied in car parks, which can be used to discourage certain users, such as commuters.
- 11.15 The River Thames' importance as a strategic open corridor has been increasingly recognised and Government guidance has been set out in RPG3B. The Thames has the potential to play an increasing role for leisure, tourist and commuter trips and also for moving freight. To fulfil the River's potential, investment in infrastructure and facilities will be required, as well as effective integration with other transport modes. The potential for using the River for freight movements is less above Teddington Lock than on the tidal reaches; however, its scope in connection with the development of riverside sites should be considered in appropriate cases (see Policy OL16).
- 11.16 Over recent years the use of traffic calming measures has been used increasingly as a relatively quick means of improving road safety and the environment, particularly of residential areas, by slowing traffic and discouraging through and inappropriate traffic. Implementation of these measures may result in the opportunity for reallocation of road space, thereby providing scope for further improvement to the street environment. Home Zones and 20 mph Zones take this area approach a stage further. Such measures will continue to play an important part in the development of the Council's sustainable transport strategy, taking into account the needs of public transport and emergency services, local conditions and the views of residents.
- 11.17 While the emphasis of transport improvements during the plan period will be on sustainability, it is possible that exceptional circumstances may arise where new road provision is required. This could include, for instance, provision of access to facilitate redevelopment of a site, or to meet the criteria set out in Policy T6. Where this occurs the convenience for and safety of walkers and cyclists must be preserved. It is not the intention that any new roads should provide an increase in overall highway network capacity.
- 11.18 In recent years there have been improvements in design and format to the traditional public transport modes of bus and rail which have enhanced passenger comfort and accessibility. While these modes will continue as the backbone of the public transport networks, it is important that they continue to

evolve and the scope for other types of public transport is kept under review to meet 21<sup>st</sup> century travel needs. It is not intended that any new roads should provide an increase in overall highway network capacity.

11.19 Further details of the Council's transport policies are given in the Council's Local Implementation Plan, being submitted to Transport for London in 2005.

## **The Road Network**

### **STR14**

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**THE COUNCIL HAS ADOPTED A HIERARCHICAL APPROACH TO THE ROAD NETWORK WHICH WILL BE USED IN THE CONTROL OF NEW DEVELOPMENT. IT HAS CLASSIFIED THE NETWORK INTO FOUR CATEGORIES OF DECLINING TRAFFIC IMPORTANCE AS SHOWN ON THE PROPOSALS MAP, AND DEFINED AS:**

- I) PRIMARY ROADS - THOSE ROADS WHICH ARE PART OF THE TRANSPORT FOR LONDON ROAD NETWORK AND PROVIDE FOR THE LONGER ORBITAL AND RADIAL JOURNEYS LINKING THE BOROUGH EFFECTIVELY TO THE NATIONAL ROAD SYSTEM;**
- II) SECONDARY ROADS - THOSE ROADS WHICH PROVIDE ACCESS TO STRATEGIC CENTRES, LINK WITH PRIMARY ROADS AND DISTRIBUTE THE MAJOR TRAFFIC FLOWS BETWEEN CENTRES BUT WITH MINIMAL INTRUSION INTO ENVIRONMENTALLY SENSITIVE AREAS;**
- III) LOCAL DISTRIBUTOR ROADS - THOSE ROADS WHICH FULFIL A LOCALLY IMPORTANT TRAFFIC DISTRIBUTION FUNCTION;**
- IV) LOCAL ACCESS ROADS - THOSE ROADS WHICH FULFIL THE FUNCTION OF PROVIDING ACCESS PRIMARILY TO RESIDENTIAL DEVELOPMENTS.**

**ALL DEVELOPMENT PROPOSALS WILL BE ASSESSED FOR THEIR CONTRIBUTION TO TRAFFIC GENERATION AND THEIR IMPACT ON CONGESTION, PARTICULARLY ON THE PRIMARY AND SECONDARY ROAD NETWORK, AND AGAINST THE PRESENT AND POTENTIAL AVAILABILITY OF PUBLIC TRANSPORT AND ITS CAPACITY TO MEET INCREASED DEMAND.**

11.20 The definition of a hierarchy of roads offering different priorities for the different road users plays an important role both in the development of detailed road policies, and the implementation of integrated land use/transport planning.

11.21 The Council has adopted a hierarchical approach to the road network which will be an important tool in controlling the location of new development. The identification in this plan of areas for development or redevelopment carries no guarantee that particular proposals submitted for planning permission will be acceptable on transport grounds, either to the borough as highway and traffic authority, or Transport for London which has responsibility for the Transport for London Road Network (TLRN). A detailed view on the transport implications of individual applications can only be formed at the time when the application is submitted, in the light of the existing capacity on the relevant road and public transport networks, and of any proposals for expanding that capacity. In the case of trunk roads, proposals for expanding capacity are normally detailed in

the Department of Transport, Local Government and the Region's national or regional road programme.

- 11.22 The Council's policy is to provide a network of main roads which, together with the TLRN, cater for through and longer distance traffic movements and enable the use of local roads of primarily residential character and limited capacity to be used by only local traffic. Although the A3 is primarily used for longer distance through traffic movements, it also carries a significant level of borough traffic. The secondary roads are the main roads used for linking centres with the primary route network.
- 11.23 The Council intends, through the management and selective improvement of the road system, to create conditions whereby traffic travelling longer distances, and particularly lorries, might be progressively constrained to the primary and more important secondary roads. These roads would also distribute traffic between the business centres and other main traffic generators. Various sections of the secondary road network serve local shopping and residential communities as well as those wider traffic needs. These stretches of the network will need particularly careful local study and sensitive treatment. The appropriate balance between the need for mobility and access, and the need to protect adjoining residential areas and the local environment from the adverse effects of traffic, will need careful consideration.
- 11.24 The Council will only normally permit commercial development where vehicular access to the secondary road network can be secured without the use of local residential streets.
- 11.25 The purpose of local distributor roads is to distribute traffic from the secondary roads into residential, industrial and business areas or to fulfil a locally important traffic function. Local access roads will provide access to communities or buildings. The use of local distributor and access roads by other traffic not requiring access in the locality will be restricted.

#### PRIMARY ROUTE

- A3 Trunk Road - Priority (Red) Route (TLRN)
- A240 (south of the A3 – TLRN)
- A243 (south of the A3 – TLRN)

#### SECONDARY ROADS

- A307 Richmond Road
- A308 Kingston Vale
- A2043
- A240 (North of the A3)
- A243 (North of the A3)
- A307 Portsmouth Road

## Improving the Environment Along the A243 STR15

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**THE COUNCIL RECOGNISES THE SERIOUS IMPACT OF HIGH LEVELS OF TRAFFIC AND CONGESTION ON THE A243 ON THE ENVIRONMENT AND AMENITY OF THE COMMUNITIES IN CHESSINGTON, HOOK AND MALDEN RUSHETT. IT WILL SEEK TO WORK IN PARTNERSHIP WITH THE MAYOR OF LONDON, THROUGH TRANSPORT FOR LONDON, TO DEVELOP HIGHWAY/TRAFFIC MANAGEMENT MEASURES AND ENVIRONMENTAL SCHEMES TO LESSEN THE IMPACT OF TRAFFIC ON THE A243 ON RESIDENTS AND BUSINESSES AND ENHANCE THE ENVIRONMENT.**

- 11.26 In recent years a number of factors have combined to increase significantly the traffic flows along the A243 within the borough: the M25 and its full interchange with the A243 at Junction 9 (Leatherhead), the popularity of Chessington World of Adventures, and the redevelopment of the Epsom Hospitals Cluster for housing have all contributed to congestion at peak times, with a spreading of the peak hours to give high traffic flows through the working day.
- 11.27 Much of this traffic is longer distance journeys from the M25 linking with the A3 and with the A309 at the Hook interchange. Traffic uses the A243 to avoid congestion on the A3, which parallels it.
- 11.28 The heavy flows adversely affect the environment of the residential areas of Chessington, Hook and Malden Rushett as well as local shopping areas, community facilities and business. Congestion at peak times caused by visitors to Chessington World of Adventures adds to this impact.
- 11.29 The Council considers it vital that steps are taken to alleviate the problems caused by traffic and congestion on the A243, to provide a better environment, facilitate sustainable transport measures and enable a better quality of life for all those who live and work in the area along the A243.
- 11.30 From July 2000, the highway and traffic authority for the A243 south of the A3 is the Mayor of London through Transport for London. This part of the A243 forms part of the Transport for London Road Network, recognising its strategic role.
- 11.31 The Council considers that both highway/traffic management measures and environmental improvements in the Chessington, Hook and Malden Rushett area, focussing on the A243, are needed to achieve its objectives. These measures could include traffic management or other measures in Malden Rushett where the impacts of the congestion factors combine to produce a particularly detrimental environmental impact. The Council will seek to work in partnership with the Mayor to tackle the problems in a positive and sustainable way.

## **Developing and Promoting Sustainable Transport Modes STR16**

**THE COUNCIL IS COMMITTED TO ENHANCING THE ROLE OF RAIL, BUS, CYCLING AND WALKING IN MEETING THE TRAVEL NEEDS OF THE BOROUGH. IT WILL WORK WITH THE MAYOR OF LONDON, TRANSPORT FOR LONDON, THE STRATEGIC RAIL AUTHORITY, RAILTRACK, TRAIN AND BUS SERVICE PROVIDERS AND OTHER LOCAL AUTHORITIES IN THE SOUTH WEST LONDON AREA TO PROMOTE AND DEVELOP SUSTAINABLE NETWORKS OF PUBLIC TRANSPORT ROUTES.**

**IN PARTICULAR IT WILL SUPPORT AND IMPLEMENT AS APPROPRIATE:**

- i) THE SWELTRAC AND SOUTH LONDON METRO INITIATIVES TO IMPROVE RAIL AND BUS LINKS IN SOUTH AND WEST LONDON AND PARTICULARLY THE ORBITAL LINK BETWEEN HEATHROW, HOUNSLOW, RICHMOND, KINGSTON, WIMBLEDON, SUTTON, CROYDON AND GATWICK;**
- ii) THE LONDON BUS INITIATIVE AND OTHER PROGRAMMES TO ENHANCE ORBITAL AND RADIAL BUS MOVEMENTS;**
- iii) THE LONDON CYCLE NETWORK AND COMPLEMENTARY ROUTES TO PROVIDE A COMPREHENSIVE NETWORK FOR THE BOROUGH; AND**
- iv) THE DEVELOPMENT OF A COMPREHENSIVE NETWORK OF SAFE PEDESTRIAN ROUTES SUITABLE FOR ALL, LINKING RESIDENTIAL AREAS WITH CENTRES, OPEN SPACES AND RIVERSIDE AREAS.**

**THE COUNCIL WILL REQUIRE THE SUBMISSION OF A TRAVEL PLAN WITH ALL SIGNIFICANT APPLICATIONS FOR NEW DEVELOPMENT AS IDENTIFIED IN PARAGRAPH 89 OF PPG13, AND WILL ENCOURAGE THE PREPARATION AND ADOPTION OF TRAVEL PLANS BY OTHER ORGANISATIONS. BETTER PROVISION FOR ALTERNATIVES TO PRIVATE CAR USE, SUCH AS TAXIS, WILL ALSO BE ENCOURAGED.**

11.32 The successful achievement of the Council's strategic transport objectives will require significant improvements to train, bus, cycling and walking infrastructure. Improvements to any one mode will need to be co-ordinated with improvements to others to maximise the overall potential and ensure that the borough enjoys public transport that compares favourably with the best in Outer London.

11.33 Development of the rail network in the South East largely along radial routes focused on Central London, combined with a high rate of road traffic growth, means that orbital trips in South West London suffer from either congestion or a lack of convenient links. This makes journeys between Kingston and other centres difficult, except by car, and limits access to job opportunities and to Heathrow and Gatwick Airports.

11.34 SWELTRAC was set up in 1994 with the specific aim of improving both rail and bus travel in strategic corridors in South West London, linking strategic centres in the area, including Kingston with Heathrow and Gatwick, offering a sustainable alternative to car journeys, enhancing the economic potential of

centres and extending job opportunities. Enhanced orbital provision will also support locational policies focusing major development at nodes with good public transport accessibility. The achievement of improved orbital rail services would be complemented by enhanced frequencies ('metro' service) being promoted by SWELTRAC and others, including the Mayor of London, as South London Metro. This would bring all routes serving the borough to a minimum frequency of four trains per hour. The intention is that people should be able to catch a train within a few minutes of arriving at the station and so be prepared to 'turn up and go'. Other short term improvements, including improving stations to a high standard, better information about available services and simplified fares and ticketing, could be complemented by longer term investment which could be stimulated by other major rail investment to enhance the network's capacity.

- 11.35 The SWELTRAC proposals include both rail and bus options which allow for progressive implementation, drawing on experience and reflecting funding and development opportunities.
- 11.36 Public transport will need to significantly increase its share of total trips so as to move towards more sustainable patterns of movement and prevent deterioration in environmental quality, particularly in large urban areas. Public transport, particularly bus services, has the potential for meeting a much greater proportion of transport needs in Outer London, both now and in the future. The Council will take an active advocacy role in ensuring that bus and rail services to meet existing and potential demand are developed in partnership with Transport for London, transport providers and adjacent local authorities. Further development will need to make public transport more accessible, safer and more attractive to all, including those currently using cars.
- 11.37 Part of making rail services more attractive will be the improvement of road and pedestrian access to railway stations and the improvement of interchange facilities. In negotiating on development proposals at stations, it is the Council's intention to achieve improved facilities for the travelling public in accordance with Policy T10.
- 11.38 It will be important for the success of public transport improvements that good quality information is readily available. This includes signposting within the public highway, inclusion of public transport information in maps, guides, posters and other information about the borough, as well as technology-based systems such as 'Countdown' which is already in operation in Kingston.
- 11.39 Recognition of the potential contribution of walking to sustainable travel has renewed awareness of the need to improve conditions for pedestrians. As part of the sustainable transport strategy, the Council intends to achieve a high quality, safe, continuous pedestrian network across the borough, facilitating journeys on foot for local trips. It will be designed to take account of the needs of all pedestrians, with particular attention to the needs of people with disabilities, frail and elderly people and people with pushchairs. Specific programmes include the provision of better pedestrian crossings, adjustment of traffic signals to reduce pedestrian waiting time and provision of adequate

space for pedestrians by wider footways, sometimes as part of development schemes.

- 11.40 The Council wishes to see a significant increase in the modal share of cycling, particularly for journeys to work as part of achieving more sustainable travel within the borough. The provision of better routes and facilities for the cyclist to make journeys easier and safer will help to achieve this aim. Implementation of the London Cycle Network and local cycling routes will be particularly important in ensuring the achievement of the desired modal shift. The Network, comprising advisory cycle routes and lanes and segregated crossing facilities, will offer long distance cyclists direct routes to Central London and other main centres. The Council will actively pursue its implementation within the borough and encourage progress on sections of the network in other boroughs, in accordance with a phased programme of implementation for London as a whole.
- 11.41 The improved facilities offered by the Network need to be complemented by secure parking and other facilities such as showers and storage for clothing at cyclists' destinations. The Council will encourage provision of these facilities in new developments and through travel plans.
- 11.42 Travel plans have been used increasingly in recent years to assist organisations to develop and promote more sustainable ways of carrying out journeys associated with their activities. The Council requires travel plans to be submitted and approved for non-residential developments considered likely to generate significant traffic. Some major employers in the borough including Kingston Hospital, Kingston University and Surrey County Council have already developed travel strategies. It is important that all businesses, organisations and community facilities consider how they could address their travel needs in a more sustainable way. To this end, the Council will promote travel plans throughout the borough and advise and support organisations in their preparation and implementation of travel plans.
- 11.43 Taxis offer a suitable alternative to the private car for certain journeys. In order for taxis to contribute effectively to the Council's transport strategy, taxi ranks at sites around the borough and interchange facilities with other travel modes will be encouraged and promoted.

## DETAILED POLICIES

### Transport Safety

#### T1

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**DEVELOPMENT PROPOSALS (INCLUDING THOSE REQUIRED FOR VEHICLE CROSSOVERS), HIGHWAY AND TRAFFIC MANAGEMENT SCHEMES AND PUBLIC TRANSPORT PROPOSALS WILL BE ASSESSED HAVING REGARD TO THEIR SAFETY IMPLICATIONS AND PARTICULARLY THE EFFECTS THEY HAVE ON VULNERABLE ROAD USERS SUCH AS PEDESTRIANS, CYCLISTS, FRAIL ELDERLY PEOPLE AND PEOPLE WITH DISABILITIES. DECISIONS WILL BE TAKEN HAVING REGARD TO:**

- (I) THE LEVEL OF PEDESTRIAN ACTIVITY**
- (II) VISIBILITY**
- (III) TRAFFIC FLOWS**
- (IV) PARKING CONDITIONS IN THE LOCALITY**
- (V) PROXIMITY OF THE PROPOSED DEVELOPMENT TO ROAD JUNCTIONS, TRAFFIC SIGNALS, PEDESTRIAN CROSSINGS AND OTHER HIGHWAY FEATURES**
- (VI) ACCESS ARRANGEMENTS OF ADJOINING PROPERTIES.**

11.44 Improvement in safety on the public highway is a major concern of the general public and is a key objective underlying all the Council's transport policies. The development control process gives the Council the opportunity to consider the safety aspects of all new developments and the Council intends to ensure that they are considered as a specific issue. All measures designed to improve safety must be carried out in an environmentally sensitive manner.

11.45 The control and design of proper vehicular access to the public highway can have an important effect on safety and traffic flow. The Council wishes to ensure that all new accesses are designed to a good standard incorporating adequate visibility for vehicles and pedestrians, pedestrian facilities, and signing where appropriate. On primary, secondary and other busy roads it is important to ensure that accesses are designed to permit vehicles to turn round on site, thereby avoiding the need for reversing on to the highway, which is a particularly dangerous activity causing delays and interruption to the main road flows. In considering the location of access for new development, the Council will take into account the impact that it will have on all aspects of the public highway, particularly in relation to safety, traffic flow and bus operations and bus movement (cross reference Policy RES3).

11.46 The formation of certain vehicle crossovers requires planning consent. These applications can have particularly important implications for road safety. In determining applications for crossovers the Council will pay particular attention to their implications for the safe and free flow of traffic and pedestrian safety, and all schemes will be expected to comply with adequate visibility standards.

11.47 The Council supports the Government's aim of achieving a 40% reduction in the number of people killed or seriously injured and the 10% reduction in the rate of slight casualties in road accidents by 2010 as well as a 50% reduction in

the number of children killed or seriously injured and provides a comprehensive advisory and training role on all aspects of transport safety falling within its jurisdiction.

- 11.48 Many factors influence the total number of accidents that occur in the Royal Borough. Some of these factors are outside the Council's direct control, such as vehicle design and national legislation, although pressure for change can be exerted by the local authority through organisations such as the Local Government Association or the Parliamentary Advisory Council on Traffic Safety. Some factors can be influenced by the Council, such as public attitudes towards drinking and driving, and road safety education; others are entirely within the Council's control, such as the provision of pedestrian and cycle facilities and promotion and implementation of Safer Routes to Schools.
- 11.49 The Council produces and publishes an annual road safety plan and the Council intends to promote and carry out schemes which improve safety, particularly for the most vulnerable road users, especially pedestrians, cyclists, and people with disabilities. Safety Audits will be carried out on all highway and traffic schemes and the Council will support and press for improved safety on the public transport system and at public transport interchanges through its contacts with Transport for London and train operators. With regard to works in the public highway the Council intends to promote and enforce safe working practices and proper protection and signing.
- 11.50 There is no doubt that the Council in general, and particularly in its role as the Local Highway and Traffic Authority and Local Planning Authority, can make a significant contribution to the reduction of road traffic casualties in the borough.

## Restriction on Delivery Hours

### T2

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**IN CONSIDERING PLANNING APPLICATIONS THE COUNCIL WILL, IN APPROPRIATE CASES, RESTRICT THE HOURS OF DELIVERY TO COMMERCIAL PROPERTY WITH THE AIM OF MINIMISING ENVIRONMENTAL INTRUSION AND DISTURBANCE, OR OTHERWISE LIMITING THE IMPACT OF SUCH ACTIVITIES ON THE SURROUNDING AREA AND ROAD NETWORK, OR ENABLING "TIME SHARE" PEDESTRIANISATION OR SIMILAR SCHEMES TO BE IMPLEMENTED.**

- 11.51 Deliveries to commercial properties, although essential, can cause considerable nuisance to adjacent residential properties, affect traffic flow, occupy kerbside space at times when it might be better used for other purposes, or prevent the implementation of pedestrianisation schemes in various forms. These adverse effects can be addressed by controlling the hours of delivery through planning conditions or agreements or the imposition of loading restrictions on the highway during certain hours. In appropriate cases the Council will seek to control hours of delivery through planning conditions and legal agreements, particularly where nuisance may be reduced

or where such control will enable the Council to achieve pedestrianisation schemes. The Council will also review on-street loading restrictions with a view to controlling hours of delivery, particularly where this will aid traffic flow, improve safety, or create opportunities for the use of kerbside spaces for more appropriate uses at certain times of the day, e.g. short term parking at shopping parades.

## The A3 Trunk Road T3

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**THE COUNCIL WILL SEEK AN ACCELERATED PROGRAMME OF IMPROVEMENTS AND TRAFFIC MANAGEMENT ON THE A3 TO ENABLE IT TO PROPERLY FULFIL ITS ROLE AS A PRIMARY ROAD IN THE TRANSPORT HIERARCHY CONSISTENT WITH SAFETY AND AN ACCEPTABLE ENVIRONMENT.**

- 11.52 The Council believes that appropriate management of the A3 would provide benefits for handling traffic in the wider area and that improved road safety and the protection of the adjacent residential environment should be prime aims in a programme of improvements. In July 2000, the A3 became part of Transport for London Road Network (TRLN) which is the responsibility of the Mayor of London through Transport for London (TfL). TfL is responsible for the maintenance of these roads as well as for the design and implementation of traffic management schemes to help buses, pedestrians, cyclists and people with disabilities as well as motor vehicle traffic. Most of the TLRN roads, like the A3, were formerly part of the Priority (Red) Route network.
- 11.53 At present very high volumes of traffic are carried in narrow lanes at 50 mph immediately adjacent to residential properties or next to narrow residential service roads with only limited or no barrier protection. A number of relatively minor side roads and some individual properties have direct access to the A3 without the benefit of proper acceleration and deceleration lanes. Pedestrian and cycle crossing facilities are poor. Buses stop on the main carriageway on the inside lane or in substandard bus lay-bys which have generally inadequate passenger waiting areas. There is a major traffic conflict which is particularly dangerous on a dual three lane carriageway on which slow moving or stationary traffic may be encountered.
- 11.54 The Council recognises the need for improvement of the A3 junctions at Hook and Robin Hood Gate to improve the traffic flows on the A3, which is the primary radial route corridor for long distance traffic to London passing through the borough. The Council takes the view that these schemes should be designed in a way that does not change the traffic role of the A308 and A243 at these locations. Any judgement on what is appropriate should be set against local issues of environmental impact and severance, and the Council believes that the enhancement of road safety should be a prime aim in the development of Transport for London's programme for the Greater London Road Network. The Council also wishes to be assured that any scheme for the Robin Hood

Gate/Roehampton Lane Improvement will incorporate safe and comprehensive facilities for pedestrians, cyclists and buses.

- 11.55 The Council is anxious to participate with Transport for London in the development of its programme of works so that local matters may be taken fully into account at the earliest possible stage.

## **Management and Improvement of the Secondary Road Network**

### **T4**

**THE COUNCIL WILL IMPLEMENT IMPROVEMENTS TO THE SECONDARY ROAD NETWORK TO BENEFIT THE LOCAL ECONOMY, WHERE APPROPRIATE; TO ELIMINATE RECOGNISED BOTTLENECKS; IMPROVE ROAD SAFETY; OR PROVIDE FOR THE REMOVAL OF ANY THROUGH TRAFFIC FROM LOCAL ACCESS ROADS. IN DOING SO THE COUNCIL WILL:**

- I) ENSURE AT LEAST ONE TRAFFIC LANE IN EACH DIRECTION BETWEEN JUNCTIONS IS MAINTAINED, AND AVAILABLE FOR TRAFFIC USE, IRRESPECTIVE OF ANY SPECIFIC LOCAL ADDITIONAL REQUIREMENTS, FOR EXAMPLE USE FOR BUSES, CYCLES, OR ON-STREET PARKING;**
- II) CONTROL NEW DEVELOPMENT TO ENSURE THAT SUCH A TRAFFIC LANE IS AVAILABLE FOR TRAFFIC USE AT ALL TIMES THROUGHOUT THE DAY;**
- III) HAVE PARTICULAR REGARD TO THE NEED FOR IMPROVEMENTS TO BUS, CYCLE AND PEDESTRIAN FACILITIES AND THE NEEDS OF PEOPLE WITH DISABILITIES WHEN ESTABLISHING THE PRIORITIES FOR THE USE OF ANY SURPLUS ROAD SPACE IN ADDITION TO THE TRAFFIC LANE IN USE. THE COUNCIL IS CARRYING OUT A PHASED PROGRAMME OF CORRIDOR STUDIES TO IDENTIFY SUCH IMPROVEMENTS AND HAS SO FAR IDENTIFIED THE NEED FOR IMPROVEMENTS TO SELECTED JUNCTIONS WHICH ARE SHOWN ON THE PROPOSALS MAP.**

- 11.56 Most of the main roads in the borough suffer from traffic congestion and delays, especially during peak hours, and this has led to traffic intrusion into local and residential roads.

- 11.57 A selective programme of works for improving the performance of the secondary road network forms an important component of the Council's transport plans. The Council is carrying out a phased programme of corridor studies to identify such improvements and will undertake public consultations on the nature and design details of such schemes prior to their implementation. The main constraint on the effective use of the secondary road network is junction capacity. Traffic management within existing highway limits and the management of parking are critical to securing appropriate improvements. Nevertheless some limited road widening may be necessary to provide balanced highway capacity, although an identified need would not necessarily

prevail over other considerations. Further improvements may also be necessary to provide access to new developments.

11.58 The Council will systematically examine all secondary routes to determine appropriate improvement and traffic management measures. In particular, the Council will continue to monitor the performance of the town centre relief road and identify any further need for selective local improvements in phase with redevelopment and as opportunities arise. Prior to any scheme being included in the Council's committed capital programme it will be assessed in both traffic and environmental terms.

11.59 The following junction schemes have so far been identified. Further schemes may emerge as a result of the individual corridor studies being undertaken, and these will be promoted through future Local Implementation Plans:

#### A240

- (i) Ewell Road/St. Mark's Hill/Surbiton Hill Road
- (ii) Tolworth Roundabout/Broadway

#### A243

- (i) Brighton Road/Portsmouth Road
- (ii) Brighton Road/Balaclava Road/Maple Road
- (iii) Brighton Road/Victoria Road
- (iv) Brighton Road/Kingsdowne Road
- (v) Upper Brighton Road/Ditton Road
- (vi) Leatherhead Road/Garrison Lane
- (vii) Chessington World of Adventures northern car park access
- (viii) Leatherhead Road/Fairoak Lane/Rushett Lane
- (ix) Barwell Business Park/Leatherhead Road

#### A2043

- (i) Kingston Road/St. John's Road
- (ii) Malden Road/Park Terrace
- (iii) Fountain Roundabout
- (iv) Cambridge Road/Gloucester Road

#### A308

- (i) Kingsgate Road/Proposed link road on Proposal Site 5
- (ii) Kingston Hill/Queens Road
- (iii) Kingston Hill/Galsworthy Road

#### A307

- (i) Richmond Road/Cromwell Road/Clarence Street/Wood Street (see KTC23)
- (ii) Richmond Road/Proposed link road on Proposal Site 3

#### A238

- (i) Coombe Lane West/Trapps Lane

- 11.60 Within this framework the Council intends to develop the main roads generally to one free traffic lane in each direction to provide a quality network of roads offering consistency in capacity. To provide more capacity than this would conflict with the priorities of improving the environment and conditions for pedestrians, and would be incompatible with other functions of these roads. It would also be in conflict with the Council's transport strategy and the aims of sustainability. The need for any additional road capacity would be limited to short lengths of highway, primarily at approaches to main junctions or where one or more main roads converge. Higher traffic capacity is required on the approaches to, and within, Kingston town centre and on the A240 east of the A3.
- 11.61 A number of main roads have varying widths that allow additional traffic lanes over certain lengths. Different priorities will be set to suit the various local characteristics of the route. Over some sections a priority would be given to the needs of local shopping centres, and in others consideration would be given to bus priority measures. A first call on additional capacity would be to reduce traffic flows through residential areas. The Council's programme of corridor studies will provide the opportunity to evaluate a number of alternative proposals aimed at securing environmental benefits over short sections of main road.

## Local Distributor Roads T5

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**THE COUNCIL WILL, WHERE PRACTICAL, DOWNGRADE THE THROUGH TRAFFIC FUNCTIONS OF LOCAL DISTRIBUTOR ROADS TO GIVE PRIORITY TO THE RESIDENTIAL ENVIRONMENT AND, WHERE NECESSARY, INTRODUCE TRAFFIC CALMING MEASURES TO LIMIT THE SPEED AND VOLUME OF TRAFFIC USING SUCH ROADS.**

- 11.62 Current problems with the performance and capacity of the secondary road network mean that through traffic is often required to use local distributor roads. This conflicts with the protection of the environment of the primarily residential areas through which these roads pass. The development and management of the secondary road network, as described in Policy T4, should progressively provide opportunities to limit the use by through traffic of the local distributors.
- 11.63 Since local distributors generally provide routes for emergency service traffic, traffic calming measures will have to be tailored to ensure the necessary speed of access for such vehicles and the comfort of sick people in ambulances.

## **Management and Improvement of Local Access Roads**

### **T6**

**LOCAL ACCESS ROADS WILL BE MANAGED AND, WHERE APPROPRIATE, CONSTRUCTED AND IMPROVED IN ORDER TO GIVE PRIORITY TO THE QUALITY OF THE ENVIRONMENT, BY:**

**I) PROVIDING ACCESS TO NEW DEVELOPMENT OR TO ENABLE THE REDEVELOPMENT OF SITES;**

**II) PROVIDING ACCESS TO THE LOCAL DISTRIBUTOR ROAD NETWORK;**

**III) IMPROVING ROAD SAFETY, INCLUDING THE INTRODUCTION OF TRAFFIC CALMING;**

**IV) GIVING PARTICULAR ATTENTION TO INCREASING PEDESTRIAN AND CYCLE PRIORITY OVER OTHER TRAFFIC, INCLUDING THE PROVISION OF OPPORTUNITIES FOR PEDESTRIAN ROUTES/PRIORITY AREAS AND CYCLE ROUTES;**

**V) ENHANCING THE STREET SCENE BY THE USE OF LANDSCAPING.**

**LOCAL ACCESS ROADS WILL NOT BE IMPROVED WITH THE AIM OF INCREASING TRAFFIC PERFORMANCE OR CAPACITY.**

## **Traffic Calming in New Developments**

### **T7**

**THE COUNCIL WILL ENSURE THAT IN ALL NEW DEVELOPMENTS INCORPORATING THE PROVISION OF LOCAL OR ACCESS ROADS, SUCH ROADS ARE DESIGNED AND CONSTRUCTED TO INCORPORATE CURRENT TRAFFIC CALMING MEASURES AND TECHNIQUES, PARTICULARLY IN RESPECT OF CONTROLLING SPEEDS AND SECURING AN ATTRACTIVE AND SAFE ENVIRONMENT.**

11.64 By definition, the traffic function of local roads is limited and there is a general presumption against road improvements designed to increase traffic performance or capacity. Nevertheless, some local road improvements will be necessary, including access to new development, and to create safer conditions particularly for more vulnerable road users such as pedestrians and cyclists. In all cases the emphasis will be on securing a better environment in both residential and industrial areas.

11.65 The Council firmly believes in the calming of traffic, particularly in residential areas, in order to achieve improvements in safety and environment. All residential areas will be systematically examined to identify the need and support for such measures, including Low Speed and Home Zones. The choice and development of schemes will depend upon local circumstances and public consultation. The Council will generally seek simple solutions avoiding unnecessary severance and designed to enhance the environment.

11.66 Good design of new development and judicious modifications to existing highway layouts can eliminate some of the problems associated with on-street parking, loading and waiting. However, the Council will look to effective law

enforcement to ensure conformity, particularly where physical modifications to prevent such problems cannot be devised.

11.67 Improvements to existing local roads and the construction of new link roads are required in conjunction with existing development sites and proposal sites in Kingston town centre to improve local access, provide environmental protection and enable further pedestrianisation and pedestrian priority measures.

11.68 The following link roads have been identified, and the need for further improvements will be monitored in the light of development proposals:

- (i) Provision of a new road, route to be defined, from Richmond Road to Skerne Road in conjunction with redevelopment of Proposal Sites 1 and 3 and including the widening and improvement of Richmond Road at the junction with the new link road;
- (ii) Provision of a new road, route to be defined, from Kingsgate Road to the proposed new link road between Richmond Road and Skerne Road in conjunction with the redevelopment of Proposal Sites 3 and 29a;
- (iii) Possible provision of a new road, route to be defined, from Ashdown Road to Lady Booth Road in conjunction with the redevelopment of Proposal Site 23 allowing the possibility of further sections of bus-only street in Eden Street;
- (iv) Modification to the width of, and direction of, traffic flow in Walter Street and modification of its junctions with Kingsgate Road and Sopwith Way as part of Proposal Site 4;
- (v) Provision of a new service road/access road, route to be defined, from Ashdown Road into Proposal Site 22.

11.69 This policy complements Policies T6 and RES3, and the Council's overall objective of calming traffic in residential areas, thereby producing a safer and more pleasant environment. The Council will seek to ensure that all new developments incorporating local or access roads are designed, in particular, to minimise speed and create safe conditions on the highway. The criteria in Design Bulletin 32 second edition (see para 6.70) and later guidance will be taken into account. In the majority of cases this should be achieved by layouts and careful design, avoiding where possible the need to introduce superimposed features such as humps. Where the new roads will be served by bus routes the design should take into account the provision of stopping and waiting facilities and any traffic calming measures should be compatible with use by buses.

## Lorry Routes T8

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**FOR ENVIRONMENTAL AND AMENITY REASONS, THE COUNCIL SUPPORTS IN PRINCIPLE THE PROVISION OF LORRY ROUTES AND WILL INTRODUCE LOCAL ZONAL LORRY BANS FOR HEAVY GOODS VEHICLES WHERE IT WOULD IMPROVE AMENITY, REDUCE CONGESTION OR REDUCE ROAD TRAFFIC HAZARDS.**

11.70 This policy is an important element of the plan's strategy for improving the residential environment. Surveys have indicated that lorries are perceived by residents as one of the prime sources of nuisance. The Council believes that local lorry bans are more effective than London-wide schemes since they are more responsive to local needs and are more cost effective.

## **Bus Priority Measures T9**

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**THE COUNCIL WILL IMPLEMENT SCHEMES, INCLUDING THOSE PARTS OF THE LONDON BUS PRIORITY NETWORK THAT FALL WITHIN THE BOROUGH, WHICH MITIGATE THE EFFECTS OF TRAFFIC CONGESTION ON THE RELIABILITY OF BUS SERVICES, FOR THE PURPOSES OF IMPROVING ACCESSIBILITY BY PUBLIC TRANSPORT.**

11.71 In order to make public transport an attractive alternative to the private car, particularly for work and shopping trips, it is necessary to seek ways of overcoming congestion on the road network. The introduction of more substantial bus priority measures, particularly on a road corridor basis, is a key factor in improving the reliability and frequency of services and thus promoting their use. A significant improvement in all vehicle speeds will result in a more frequent and reliable level of service for minimum outlay. In the case of bus operations, significant operating cost savings can be achieved with modest journey time savings.

11.72 The London Bus Priority Network has been developed by the London Boroughs and London Transport (now Transport for London) as a network of priority routes for buses comprising the main bus route corridors throughout the capital. The introduction of bus priority measures on these routes will provide benefits to the movement of buses by reducing peak bus journey times, thereby improving the reliability and quality of service. The London Bus Initiative takes this a step further by introducing a comprehensive range of improvements on a whole route basis. The aim is to cover all major bus corridors by 2011.

11.73 Studies of the scope for bus priority schemes along these corridors have been undertaken. The package of measures planned for these routes comprises:

- bus lanes
- priority for buses at traffic lights
- relocating traffic to enable buses to get to the front of queues
- stricter controls on parking and loading
- improved passenger waiting facilities with more bus stops provided with shelter, seating and lighting.

11.74 Bus lanes are a particular form of bus priority measure capable of bringing substantial benefits. However, the physical constraints on roads in the majority of the borough (with the exception of parts of the A243 south of the A3) make the extensive use of bus lanes impractical. It is also extremely unlikely that new

road construction will be carried out to enable bus lanes to be provided, unless as part of longer term bus-way proposals. Well-designed schemes should minimise any disbenefit to general traffic and any disbenefits arising may be outweighed by the benefits to bus passengers. Therefore, in assessing such schemes, the greater number of people carried by buses compared with private vehicles will be an important consideration.

## **Public Transport Interchanges**

### **T10**

**THE COUNCIL IS COMMITTED TO ENSURING THE PROVISION OF IMPROVED INTERCHANGE FACILITIES BETWEEN DIFFERENT MODES OF TRANSPORT AND WILL:**

- I) SUPPORT THE IMPROVEMENT AND REFURBISHMENT OF THE BOROUGH'S RAILWAY STATIONS AND ADJACENT BUS PASSENGER FACILITIES TO A HIGH STANDARD OF DESIGN, INCLUDING IMPROVEMENTS TO THE WAITING ENVIRONMENT, THE APPROACHES TO THEM, THEIR FORECOURTS AND THEIR ACCESSIBILITY BY PEOPLE WITH MOBILITY DIFFICULTIES;**
- II) SUPPORT SUITABLE SCHEMES FOR IMPROVED, SAFE, CONVENIENT AND ATTRACTIVE CYCLE AND PEDESTRIAN LINKS TO PUBLIC TRANSPORT INTERCHANGES AND THE PROVISION OF SECURE CYCLE AND MOTORCYCLE PARKING FACILITIES;**
- III) SUPPORT SUITABLE SCHEMES FOR THE PROVISION AT LOCAL RAILWAY STATIONS OF LIMITED, BUT SAFE AND CONVENIENT, OFF-STREET CAR PARKING FACILITIES, INCLUDING RESERVED SPACES FOR PEOPLE WITH DISABILITIES, OR WHERE THERE IS A LOCAL NEED AND WHERE THERE IS SUFFICIENT HIGHWAY CAPACITY FOR THE PURPOSE OF ALLEVIATING PARKING PROBLEMS ON SURROUNDING ROADS;**
- IV) SEEK TO ENSURE, BY DESIGN AND BY LEGAL AGREEMENT IF NECESSARY, THAT SUCH PARKING FACILITIES ARE SUFFICIENTLY ATTRACTIVE TO ENCOURAGE RAIL TRAVELLERS TO USE THEM IN PREFERENCE TO ON-STREET PARKING SPACES;**
- V) SEEK IMPROVED TAXI WAITING FACILITIES AT ALL MAIN TRANSPORT INTERCHANGES AND PROVISION OF TAXI RANKS AT APPROPRIATE LOCATIONS IN KINGSTON TOWN CENTRE AND THE DISTRICT CENTRES.**

11.75 The opportunity for easy, comfortable, safe and convenient interchange between public transport and other modes of travel will, in addition to improving accessibility for those most dependent upon public transport, encourage greater use of public transport, thereby relieving traffic congestion. Whilst the most important factors in the success of any public transport service may be frequent and reliable services, the provision of high quality interchanges is an essential element in the overall service. Surveys show that comfort and cleanliness also affect public use of existing services. To further encourage the use of sustainable travel, the provision of further interchanges may be

appropriate. These would meet more local needs than the rail/bus/car/cycle interchanges at the main railway stations, but provide the same safe and secure cycle parking to encourage local journeys by cycle rather than car.

- 11.76 To achieve the full potential of public transport, the Council believes it is essential to have high quality, easily accessible, safe, comfortable, well lit, well managed and attractive waiting areas sheltered from the weather. Interchanges should be furnished with seating, public toilets, information facilities, comprehensive timetables, and vending or kiosk facilities. Particular attention should be given to the needs of people with disabilities, to ensure easy and convenient accessibility, and facilities should be designed to be conducive to personal safety and security.
- 11.77 As a first step, the Council will seek to improve pedestrian and cycle links to provide direct links between residential areas and the railway stations which serve them. This will help to reduce the pressures for car/rail interchange and is important because the opportunities for improving off-street car parking at stations are limited. The Council will also encourage a review of current rail fare zoning and the promotion by Strategic Rail Authority and the train operating companies of commuting from stations further away from Central London. This will help alleviate some of the pressure on parking in the vicinity of Surbiton station. However, the Council will encourage Railtrack to improve facilities for off-street car parking at all stations. The Council as local traffic authority will consider the introduction of appropriate local waiting restrictions to deter on-street parking and encourage the use of off-street facilities. The Council recognises the importance of Central London for employment of local people and would wish to ensure that satisfactory off-street parking is provided for local use. This will be complemented where appropriate, and after full public consultation, by Controlled Parking Zones where parking problems are acute, in order to discourage railheading. In this way the Council intends to provide improved interchange between rail and road whilst minimising the adverse impact of local commuter parking on residential and business streets. In all these actions the Council would not wish to promote any of the stations as an interchange between car and rail other than for local commuters.
- 11.78 The Council will support moves designed to increase the availability of taxi services to the public as a supplement to public transport and as an alternative for certain difficult journeys. by seeking the provision of well-located taxi rank facilities at appropriate locations throughout the borough.

## Public Transport Accessibility

### T11

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**THE COUNCIL'S TRANSPORT STRATEGY ENCOURAGES THE USE OF PUBLIC TRANSPORT. ACCORDINGLY IT WILL SUPPORT IMPROVEMENTS TO TRAIN AND BUS SERVICES AND FACILITIES AND WHEN CONSIDERING PROPOSALS INVOLVING ACCESS/TRAVEL BY SIGNIFICANT NUMBERS OF PEOPLE, THE**

**LOCATION, FREQUENCY AND SCOPE OF PUBLIC TRANSPORT SERVICES WILL BE A MATERIAL CONSIDERATION.**

- 11.79 Ease of access to public transport services will be a crucial factor in achieving the necessary shift to public transport and other sustainable modes. It is therefore imperative that land use and transport decisions are complementary. Land use planning decisions will take into account the scope for use of alternatives to the private car for many journeys.
- 11.80 Large scale commercial, leisure, retail, industrial and educational development are major generators of travel demand and should be located in close proximity of identified public transport nodes, where the availability of forms of travel other than the private car is maximised. Most public transport nodes in the Royal Borough fall within the district centres, thereby combining accessibility with the option to make multi-purpose trips and consequently reducing the number of journeys which need to be undertaken.
- 11.81 A public transport node is defined as a location where there is a meeting of several public transport routes with regular services serving the surrounding area and where passengers can board and alight. In the context of the Royal Borough of Kingston it will be in most cases a meeting of several bus routes but rail and other types of public transport may also be involved.
- 11.82 Accessibility is a relative, rather than an absolute measure and will depend on the origin and the destination of journeys. Its measurement is fraught with difficulties. What might be considered a highly accessible location in Kingston may be regarded as poor in a central London borough well served by the Underground. The Council has undertaken work in conjunction with Surrey County Council to produce a public transport accessibility index (PTAL) for the borough which measures accessibility to public transport and to major destinations, such as Kingston town centre, the district centres, Kingston Hospital and Kingston University. This information will be used to inform locational decisions, development of public transport services, refinement of parking standards, and the monitoring of policy implementation.
- 11.83 The historical development of the borough has predetermined the main transport corridors and prevents any opportunities for creating new transport corridors. The emphasis must therefore be on making the best use of those that currently exist and the Council will encourage improved accessibility at transport nodes. The Council regards the continued existence of the Chessington Branch Line (terminating at Chessington South Station) as crucial and will be assisted by further development (see Proposal Site 49). The Council would also, in principle, support a proposed extension of the line beyond Chalky Lane to serve the redeveloped Epsom Hospitals Cluster. Such an extension could help reduce the traffic impact of the development on the south of the borough and maintain the existing service on this line.

## Facilities for People with Disabilities

### T13

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**THE COUNCIL WILL ACTIVELY SUPPORT AND PROMOTE SCHEMES DESIGNED TO SECURE IMPROVED MOBILITY FOR PEOPLE WITH DISABILITIES AND IN APPROPRIATE DEVELOPMENT PROPOSALS WILL REQUIRE THAT SUITABLE FACILITIES ARE PROVIDED. IN PARTICULAR THE COUNCIL WILL:**

- (i) SEEK TO ENSURE THAT KERBSIDE SPACE AVAILABLE FOR PARKING IN CLOSE PROXIMITY TO SHOPPING CENTRES AND PUBLIC BUILDINGS WILL BE ALLOCATED FOR PEOPLE WITH DISABILITIES IN PREFERENCE TO OTHER USERS;**
- (ii) ENDEAVOUR TO ENSURE THAT PUBLIC TRANSPORT INTERCHANGES, CAR PARKS AND OTHER TRANSPORT-RELATED FACILITIES WILL BE DESIGNED WITH THE NEEDS OF PEOPLE WITH DISABILITIES IN MIND.**
- (iii) EXPECT THE STANDARD OF PARKING PROVISION SET OUT IN TRAFFIC ADVISORY LEAFLET 5/95 TO BE MET.**

11.84 The Council is conscious of the community responsibility to cater properly for the special needs of people with disabilities, particularly in terms of parking and public transport facilities. It would therefore wish to participate in initiatives by public transport operators and others for improved or new special mobility services.

11.85 In support of these policies the Council will also give high priority to access for all members of the community in carrying out its duties as a highway authority. In particular it will:

- ensure that all new pedestrian crossing facilities are designed with the needs of people with disabilities in mind;
- encourage the provision of public transport services which are accessible and convenient for people with disabilities, to maximise their travel options;
- support the expansion of the dial-a-ride scheme and 'taxi card' scheme in conjunction with neighbouring authorities and London Transport;
- support the shopmobility scheme in Kingston town centre and seek ways to improve its accessibility and opportunities for its improvement and expansion;
- seek to establish mobility schemes in other main shopping centres and the more important public parks and open spaces;
- ensure that the availability of schemes and facilities for the mobility of people with disabilities are brought to the public's attention by means of better signposting and publicity.

11.86 The possibility of relocating the shopmobility scheme in Kingston town centre will be examined with a view to identifying suitable ground level or easily accessible sites within or adjacent to the pedestrian priority area. The need and opportunity for such schemes in the district centres will be pursued, together with local facilities at leisure centres and open spaces. The Council would wish to develop such schemes jointly with commercial concerns and voluntary services.

11.87 The Council is concerned to promote the social inclusion of people with disabilities and recognises that even with the measures proposed in para 11.106, many disabled people will still have to rely on cars to get about. The location of suitable parking spaces is an important factor in determining the ease with which they are able to reach their destinations. Therefore, the Council will encourage such provision through requiring parking at new developments to provide parking spaces for disabled people in accordance with the advice in Traffic Advisory Leaflet 5/95 Parking for Disabled People. The guidance on location and design of these parking spaces contained in the leaflet is also important and the Council takes it into account in considering development proposals.

11.88 The Council will also ensure that the design of all works within the public highway will have full regard to the needs of people with disabilities, and recognises that good design should automatically cater for such needs.

## **Pedestrian Network**

### **T14**

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**THE COUNCIL WILL ENCOURAGE WALKING AS AN EFFECTIVE MEANS OF TRAVEL THROUGH A GENERAL IMPROVEMENT OF FACILITIES FOR PEDESTRIANS AND WILL:**

- (I) ENSURE THAT A SAFER PEDESTRIAN ENVIRONMENT IS SECURED WHEN DESIGNING NEW SCHEMES FOR TOWN CENTRE STREETS AND AREAS, SHOPPING PARADES AND IN CASES WHERE TRAFFIC CALMING MEASURES ARE INTRODUCED;**
- (II) INTRODUCE PEDESTRIAN ROUTES WHERE APPROPRIATE, PARTICULARLY IN THE CONTEXT OF REDEVELOPMENT;**
- (III) RESIST FOOTWAY PARKING, OTHER THAN IN EXCEPTIONAL CIRCUMSTANCES, WHERE THERE IS ADEQUATE FOOTWAY WIDTH TO PROVIDE A PROPER AND SAFE PASSAGE FOR PEDESTRIANS;**
- (IV) ENSURE THAT THE NEEDS OF PEOPLE WITH DISABILITIES ARE TAKEN INTO ACCOUNT IN THE DESIGN AND CONSTRUCTION OF ALL NEW FOOTWAY AND PAVING SCHEMES;**
- (V) GIVE A HIGH PRIORITY TO THE NEEDS OF PEDESTRIANS WHERE THEY MIGHT REASONABLY NEED TO CROSS TRAFFIC ROUTES, AND WHERE APPROPRIATE PROVIDE SUITABLE CROSSING FACILITIES.**

11.89 Walking is an extremely important method of travel for the majority of local journeys and it forms an integral component of most journeys using vehicles. The quality of the environment is of considerable importance in making walking an enjoyable experience, particularly in areas of high pedestrian activity such as shopping centres.

11.90 The provision of generous footway widths adjacent to main roads is very important to provide protection from heavy traffic flows and, particularly, heavy goods vehicles. Elsewhere in local residential streets, it is important to keep footways clear of parked vehicles and for parking to be regulated to provide

reasonable opportunity for convenient road crossing points, taking advantage of traffic calming schemes to improve pedestrian safety. Where illegal footway parking is a persistent nuisance the Council will give consideration to the introduction of physical measures to prevent it. The importance of providing good lighting to footways and footpaths in residential areas is recognised by the Council, as is the importance of keeping them clear of obstructions and overhanging bushes and trees.

- 11.91 The Council is keen to encourage walking as a leisure activity and wants to develop the concept of longer distance walks linking areas of open space with residential areas and principal shopping and community centres. This policy complements those for designated walks in open land and along the riverside (Policy OL13). In developing this concept, the Council believes that there is little need for new footpath construction, and will instead rely on upgrading the environment of existing paths and ways and introducing complementary signposting.
- 11.92 The Council is concerned to ensure that all new developments create a comfortable and safe pedestrian environment and will seek the provision of new pedestrian paths where appropriate.
- 11.93 The pedestrian is particularly vulnerable and can experience a great deal of stress when crossing busy roads. The Council will continue to review the need for additional crossings and improvement to existing crossings. For main roads the Council has developed local criteria for determining any special need for controlled crossings which is in accordance with the advice contained in Local Traffic Note 1/95 "The Assessment of Pedestrian Crossings". These criteria pay particular regard to the needs of very young and elderly people. Special consideration will be given to improvements in the vicinity of schools, to the need to avoid severance of communities by busy roads and to avoid road layouts which encourage excessive vehicle speeds. In order to serve the needs of people with disabilities the Council intends to introduce tactile paving, having regard to Government advice, and will seek the provision of modern audible and tactile devices at controlled crossings to aid partially sighted and blind people.
- 11.94 On local roads where vehicle flows generally do not justify controlled crossings the Council will examine the opportunities and need for measures such as pedestrian refuges or kerb build-outs at road junctions to help pedestrians and to improve road safety. In designing road improvements particular attention will be given to the needs of pedestrians, providing adequate footway widths and convenient crossing points. Except for crossings on primary roads, the Council will consider footbridges or subways only where the topography permits pedestrians to use them without having to make major changes of level involving ramps or stairs. Elsewhere the Council prefers ground level crossings segregated from traffic by traffic signal control. The Council intends to manage the secondary road network to implement such measures where they can be shown to be of benefit.

## Cycling T15

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**THE COUNCIL WILL PROVIDE, AND ENCOURAGE OTHERS TO PROVIDE, IMPROVED FACILITIES FOR THE SAFE AND CONVENIENT USE OF BICYCLES, TO ENCOURAGE CYCLING AS AN EFFECTIVE MEANS OF TRAVEL AND IN PARTICULAR WILL:**

- (i) IMPLEMENT THOSE PARTS OF THE LONDON CYCLE NETWORK THAT FALL WITHIN THE BOROUGH (AND OTHER ROUTES CONSIDERED APPROPRIATE), AND WILL LIAISE WITH NEIGHBOURING LOCAL AUTHORITIES TO DEVELOP SUCH ROUTES WHERE APPROPRIATE;**
- (ii) PROVIDE, IN APPROPRIATE SITUATIONS, SEPARATE CROSSING FACILITIES FOR CYCLISTS AS AN INTEGRAL PART OF IMPROVEMENT SCHEMES TO THE MAIN ROAD NETWORK;**
- (iii) NORMALLY REQUIRE THE PROVISION OF CYCLE PARKING FACILITIES IN ACCORDANCE WITH THE STANDARDS SET OUT IN APPENDIX 1. WHERE APPROPRIATE IT WILL ALSO SEEK PROVISION OF THESE FACILITIES IN OTHER NEW DEVELOPMENTS.**

11.95 Cycling is an economical and effective mode of transport which has little adverse effect on the environment and which the Council believes should be strongly promoted for local commuting, shopping and leisure trips. The ownership of cycles is high in the Royal Borough but the level of use does not reflect the number of bicycles owned. Surveys have indicated that many people feel unsafe cycling on heavily trafficked roads. Generally, there is a lack of due care by motorists towards cyclists and there is a need for positive changes in driver attitudes. However, the Council believes that by providing cycle routes, cycle crossing facilities, advisory signs and parking facilities it will be able to improve safety for cyclists, thus encouraging more use of the bicycle as an efficient means of travel.

11.96 The Council's strategy is to encourage cycling away from main traffic routes and it has developed a local cycle network compatible with the strategic London-wide network.

11.97 The Council will seek the provision of a network of cycle routes and other cycle facilities in Kingston town centre and the district centres, as shown on the Proposals Map, in phase with new developments and paving schemes, to link with the borough-wide and London-wide networks.

11.98 The availability of suitable secure parking facilities at the end of a journey is a significant factor in encouraging people to cycle. Consequently, the Council considers it appropriate to require cycle parking provision as part of new developments. (Cross reference paragraph 11.104)

## Overnight Lorry Parking T16

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**THE COUNCIL WILL, FOR THE PURPOSES OF PROTECTING RESIDENTIAL AMENITY, OPERATE A BAN ON OVERNIGHT ON-STREET LORRY PARKING OTHER THAN IN ROADS LOCATED EXCLUSIVELY ON INDUSTRIAL ESTATES.**

11.99 The Council believes that all commercial vehicles should be parked at their business premises overnight and off the public highway. The Council, in conjunction with the police and other relevant authorities, will examine the scope and opportunity for the lowering of the weight limit for such overnight bans.

## Park and Ride T17

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**THE COUNCIL WILL CONTINUE TO SEEK, THROUGH DEVELOPING PARTNERSHIPS WITH OTHERS, THE INTRODUCTION OF PARK AND RIDE SCHEMES WHERE THIS WILL HELP REDUCE CONGESTION AND TRAVEL BY CAR.**

11.100 The Council will be carrying out studies into all forms of public transport to determine longer term strategies. Such studies will determine the suitability of permanent park and ride schemes as a means of reducing car travel for both work and shopping trips throughout the whole week, thus contributing towards parking provision for Kingston town centre and the district centres.

11.101 The Council considers that successful schemes can be developed for the provision of park and ride facilities to meet weekend and other peaks in travel to Kingston town centre. Accordingly, it wishes to ensure that parking which may be provided as part of new developments on the approaches to the town centre is designed in a way which would enable their use by the public in conjunction with suitable park and ride arrangements. The Council considers that Proposal Site 50 is particularly appropriate when taking into account the Council's policies for improving bus reliability on these routes. Whilst Proposal Site 43 is well located to provide such a facility, the Council recognises that the considerations for the development of the site may rule against provision of parking appropriate for park and ride. It will be necessary, therefore, to monitor future opportunities for park and ride on the important A240 corridor to Kingston town centre.

## **Control of Off-Street Parking T19**

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**THE COUNCIL WILL REQUIRE THE PROVISION OF THE MAJORITY OF CAR PARKING IN KINGSTON TOWN AND THE DISTRICT CENTRES TO BE IN PUBLICLY AVAILABLE CAR PARKS. IN THE REMAINDER OF THE BOROUGH THE COUNCIL CONSIDERS THAT THE NATURE OF DEVELOPMENT AND INTENSITY OF USE LENDS ITSELF BETTER TO PRIVATE PARKING PROVISION APART FROM PARK AND RIDE SCHEMES (CROSS REF KTC26).**

- 11.102 In Kingston Town Centre and the district centres, as shown on the Proposal Map Inset Areas, there is a high parking demand and a wide range of land uses with differing demand characteristics. The Council requires the bulk of the parking to serve these areas to be provided in car parks available to the general public so that its availability can be managed to meet varying parking demands. Such a policy is necessary to maximise the use of car parking spaces and thereby reduce the total need for parking spaces in the town centres with its consequent land requirements and environmental impact. The provision of public car parks will simplify access arrangements in these congested central areas and will provide the ability to control the use of spaces for particular journeys as public transport services improve.
- 11.103 Elsewhere the intensity of development is such that the provision of public parking is not generally appropriate.

## **Compliance with Car and Cycle Parking Standards T20**

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**THE COUNCIL WILL APPLY MAXIMUM CAR PARKING STANDARDS AND MINIMUM PARKING STANDARDS FOR CYCLES, SUBJECT TO THE PROVISIONS OF POLICY T21. THE COUNCIL EXPECT A LOWER LEVEL OF CAR PARKING PROVISION IN AREAS OF HIGH PUBLIC TRANSPORT ACCESSIBILITY.**

- 11.104 The provision of parking spaces for new development is seen as the responsibility of the developer. The Council requires new development to make appropriate provision and has defined car and cycle parking standards for that purpose which are set out in Appendix 1. The car parking standards are maxima and reflect The London Plan and Government guidance aimed at restraining the car set out in PPG3 and PPG13. While the provision of adequate parking for both commercial and residential development reduces the need for, and extent of, on-street parking control, releases kerbside space for parking associated with older residential properties which do not have private garaging facilities and for other uncatered for users, the environmental impact of a proposed development on the surrounding area is a matter of utmost importance. Provision of cycle parking will encourage increased cycle use, thereby reducing pressure on car parking. The standards for cycle parking are minima and, in appropriate cases, the

Council will seek provision above these standards. They are the result of work by borough officers from across London responsible for cycling which was co-ordinated by the former London Planning Advisory Committee (LPAC). In appropriate circumstances the Council will also encourage the provision of secure parking for motorcycles. Parking provision also creates opportunities to improve the street environment in terms of appearance and safety. It is crucial that town and district centres have a reasonable parking supply to underpin their vitality and viability and avoid overspill parking in residential areas. Guidance about parking for people with disabilities can be found in Policy T13.

- 11.105 The Council considers that, in areas of the borough with good public transport accessibility, a lower level of parking provision is expected. Information from assessment of public transport accessibility (cross reference Policy T11) will be taken into account in making decisions. However, the criteria set out in Policy T21 would be taken into account in determining any such proposal (see also Policy T27).
- 11.106 The Council considers that in many cases motor cycles provide a more sustainable private transport alternative than the motor car, albeit less sustainable in terms of fuel consumption, noise and pollution than the pedal cycle. Guidance on motor cycle standards is being produced by Transport for London. When this guidance is published the Council will produce and adopt Supplementary Planning Guidance for motor cycle parking based on this guidance.
- 11.107 When applying the car parking standards for B1 Business, B2 General Industrial and B8 Storage and Distribution the Council will take account of standards in adjoining areas outside London where they are demonstrated to have an impact upon the viability of the proposed development.

## **New Development and On-Street Parking T21**

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**PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT LIKELY TO RESULT IN AN INCREASE IN ON-STREET PARKING WHERE IT WOULD ADVERSELY AFFECT TRAFFIC FLOWS, BUS MOVEMENT, ROAD SAFETY, THE AMENITIES OF LOCAL RESIDENTS OR THE LOCAL ENVIRONMENT UNLESS A RANGE OF MEASURES IS INCLUDED AS PART OF THE DEVELOPMENT WHICH WOULD SATISFACTORILY PREVENT ANY FURTHER INCREASE IN ON-STREET PARKING.**

- 11.108 The Council has introduced restraint-based maximum car parking standards in line with national and regional guidance (PPG13, PPG3 and The London Plan). While the Council is also committed to achieving improved public transport accessibility and the location of new development in accessible locations, it recognises that in the short term, the level of car parking demand may, on occasions, exceed the level of parking provision associated with a

proposed development. In these circumstances, the Council will give priority to ensuring the safe movement of all traffic, road safety and the amenity and environment of the surrounding area. It will refuse planning permission if it believes these priorities will be adversely affected by the proposed development.

## **Provision and Management of Public Car Parking T21a**

**THE COUNCIL AIMS TO ENSURE THAT THE PROVISION OF ADEQUATE PUBLIC CAR AND MOTOR CYCLE PARKING IN KINGSTON TOWN CENTRE AND THE DISTRICT CENTRES DOES NOT CONFLICT WITH POLICY STR13 AND WILL MONITOR THIS REQUIREMENT HAVING REGARD TO THE FOLLOWING PRINCIPAL FACTORS:**

- (i) CAPACITY OF THE ROAD NETWORK;**
- (ii) LEVEL OF PUBLIC TRANSPORT PROVISION;**
- (iii) AVAILABILITY OF PARK AND RIDE FACILITIES;**
- (iv) THE AMOUNT AND NATURE OF DEVELOPMENT;**
- (v) AVAILABILITY OF SITES.**

**WHERE PUBLIC CAR AND MOTOR CYCLE PARKING SPACES ARE PROVIDED IN EITHER NEW OR EXISTING DEVELOPMENT, THE COUNCIL WILL SEEK THE REGULATION OF THE OPENING HOURS, CHARGES AND AVAILABILITY OF CONTRACT SPACES THROUGH AGREEMENT WITH THE DEVELOPERS/OPERATORS.**

**THE COUNCIL WILL SEEK AGREEMENTS WITH BUSINESSES FOR THE TRANSFER OF APPROPRIATE PRIVATE OFF-STREET CAR PARKS TO PUBLIC USE AT WEEKENDS, BANK HOLIDAYS, IN THE EVENING AND AT OTHER SUCH TIMES AS THEY MAY NOT BE REQUIRED BY THE BUSINESS, TO SERVE THE ADJACENT CENTRE OR FACILITIES OR TO ACT AS A PARK AND RIDE CAR PARK FOR KINGSTON TOWN CENTRE OR THE DISTRICT CENTRES.**

- 11.109 Parking provision contributes to the vitality of the centres and is dependent upon several factors including the capacity of the highway system and the level of development. Targets for weekday public car and motor cycle parking provision, including permitted on-street parking, have been identified and are included in the Kingston Town Centre and district centre chapters. As the Council makes progress with achieving improved access by sustainable modes, particularly in Kingston Town Centre and the district centres, it may be appropriate to revise parking targets and management of car parking to achieve, in particular, a reduction in long-stay commuter parking in accordance with the RBK parking strategy. The Council will also monitor the level of motor cycle parking and adjust capacity accordingly.
- 11.110 The actual parking requirement will need to be assessed and monitored regularly throughout the plan period, taking account of the parameters identified in the policy. Parking requirements are expected to change over time, and it is important to manage resources to make efficient use of spaces. Through on-going monitoring, and the operation of Policy STR13,

the Council seek to implement a sustainable approach to managing its resources over the life of the plan. In particular, Surbiton and New Malden will need to be reviewed against the introduction of any controlled parking zones as referred to under Policy T27.

- 11.111 The Council intends that parking in public car parks is made available for general public use and that its availability may be managed so as to meet varying parking demands. In this way all reasonable parking demands may be met and traffic during peak traffic hours will not be increased unnecessarily.
- 11.112 The Council is anxious to ensure that there is an adequate supply of public parking for visitors to Kingston town centre and the district centres, to meet needs at weekends, bank holidays, in the evenings, and at other times. Every opportunity will be taken in appropriate situations to enter into agreements with developers whereby their private spaces would be made available to the public at times when not required by the employees of the building. Attention will also be given to local agreements to seek convenient parking for restaurants and other leisure facilities, avoiding the need for their customers to use residential streets.
- 11.113 The Council's management objective is to treat the car and motor cycle parking provision for Kingston town centre and the individual district centres as a whole, and it would wish private owners of public car parks to operate in accordance with broader transport policies. Although legislation is available for the Council to take direct action, it considers it more appropriate to enter into voluntary agreements with car park operators where possible.

## Transportation Contributions T22

**THE COUNCIL WILL WHERE APPROPRIATE ENTER INTO AGREEMENTS WITH DEVELOPERS WHEREBY THEY MAKE FINANCIAL CONTRIBUTIONS COMMENSURATE WITH THE TRANSPORT IMPACT OF THE DEVELOPMENT TO SUPPORT IMPROVEMENTS TO SUSTAINABLE FORMS OF TRANSPORT (E.G. PUBLIC TRANSPORT, CYCLING, WALKING) AND ASSOCIATED INITIATIVES, PUBLIC CAR PARKING FACILITIES (E.G. LIGHTING, SECURITY) PARKING CONTROLS, TRAFFIC MANAGEMENT ISSUES AND PARK & RIDE INITIATIVES.**

- 11.114 Revised PPG13 Transport (published in March 2001) has introduced the concept of Transport Assessment in place of the Traffic Impact Assessments which were required to accompany many planning applications. The Transport Assessments, especially for larger schemes, are intended to set out accessibility to the site by modes and the likely modal split, along with details of measures to improve access by sustainable modes and of measures to mitigate transport impact.

- 11.115 The Council considers that in some cases the best way to manage the implementation of appropriate transport and environmental improvements and initiatives, together with measures to mitigate the impact of development, is through contributions to a "Transport Fund". In other cases, it may be more appropriate for the developer to implement improvements through a planning agreement or planning condition.
- 11.116 The Council is keen to see changes in transport use away from the private car to more sustainable modes and recognises that this will require significant investment in public transport, walking and cycling to make these a realistic choice. It also recognises that in this part of Outer London, particularly in areas away from Kingston Town Centre and the three district centres, the car will continue to play an important role in travel in the Borough. Consequently it considers that it is appropriate to seek to ensure that parking is as secure as possible by utilising the principles of crime prevention through environmental design and by measures such as improved lighting and CCTV. Previous contributions have allowed for evening opening of car parks in Kingston Town Centre. Depending on the results of the Park and Ride Study (Policy T17), contributions towards Park and Ride could help reduce the number of car journeys to Kingston Town Centre.
- 11.117 The overriding consideration in operating this policy will be the environmental impact of the proposed development on the surrounding area. The policy will not be used to allow development beyond that which is acceptable in accordance with other UDP policies.

## Temporary Car Parking T26

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**THE COUNCIL WILL SEEK AGREEMENTS WITH OWNERS OF SUITABLE SITES AWAITING REDEVELOPMENT IN KINGSTON TOWN CENTRE AND THE DISTRICT CENTRES, TAKING ACCOUNT OF ENVIRONMENTAL AND TRAFFIC IMPLICATIONS, TO USE THE SITES FOR TEMPORARY CAR PARKS, PARTICULARLY TO MEET ANY SHORTFALLS IN THE CENTRE OR TO ADDRESS UNDER-PROVISION AT TIMES OF PEAK DEMAND.**

- 11.118 The Council's transport strategy seeks a progressive reduction in reliance on the private car. The achievement of this objective relies upon significant improvements to the public transport system. Pending this, temporary car parking will be sought as a way of providing for such a transition without impeding, in the longer term, the proper development of sites within the borough.

## **On-Street Parking Control T27**

### **Please Note**

This Policy has been superseded by London Plan Policy- Parking strategy (3C.23) and Parking in town centres (3C.24)

~~THE COUNCIL WILL CARRY OUT PERIODIC REVIEWS OF EXISTING ON-STREET PARKING CONDITIONS AND WILL, AFTER APPROPRIATE CONSULTATION, INTRODUCE NEW OR AMENDED CONTROLS, OR INTRODUCE PHYSICAL MEASURES TO TAILOR PARKING PROVISION TO SUIT CHANGING DEMANDS AND CONDITIONS. THE COUNCIL WILL EXAMINE THE EXTENSION OF THE KINGSTON TOWN CENTRE AND SURBITON CONTROLLED PARKING ZONES AND THE INTRODUCTION OF CONTROLLED PARKING ZONES IN NEW MALDEN AND OTHER PARTS OF THE BOROUGH IF APPROPRIATE. IN DOING SO THE COUNCIL WILL SEEK TO PROVIDE A BALANCE IN THE ALLOCATION OF ON-STREET PARKING TO CATER FOR VARIOUS PARKING DEMANDS BUT GENERALLY GIVING PRIORITY TO RESIDENTS AND THE NEEDS OF LOCAL BUSINESSES AND IN SHOPPING CENTRES, TO SHOPPERS AND PEOPLE WITH DISABILITIES.~~

~~11.119 On-street parking control will be one of the more major issues facing the Council during the period of this plan. The control of on-street parking on the main road network to improve safety, maintain traffic flow and allow the introduction of priority for other road users such as public transport, cyclists and pedestrians is an important element of the overall transport strategy.~~

~~11.120 The importance of on-street control is twofold. Firstly, it is an effective means of sharing out limited parking space, including that for residents. Secondly, it complements the off-street parking policies to give general control of all parking provision so that its use is managed to suit the traffic capacity of the road system and those most in need of parking places.~~

~~11.121 Particular conflicts exist between the residents' parking needs in older residential developments built before mass car ownership and generally without benefit of off-street parking, and public parking demands in the same residential streets generated by town centres, shopping areas and major railway stations. Wherever possible the Council will seek to solve the problem to the benefit of local residents by enforcing car parking standards, providing additional off-street spaces, better management of existing off-street spaces, particularly in terms of pricing and opening hours, and through traffic calming and other traffic management measures designed to make the residential streets less attractive to commuter or public parking. However, in some areas the only way of solving the problem is through the introduction of controlled parking zones with a residents' parking scheme. Since such schemes result in restrictions on residents as well as the public, views differ on the balance to be achieved.~~

~~11.122 For many years there have been increasing on-street parking problems around Kingston and the district centres, particularly Surbiton and New Malden. These problems arise from a combination of inadequate off-street parking for both residential and commercial premises, and the inter-relationships between the residential and commercial areas. Particular~~

~~conflicts arise from uses such as takeaway food stores, higher education, railway stations and evening leisure facilities.~~

~~11.123 Following consultation with the local communities the Council has introduced Controlled Parking Zones in central Kingston and in Surbiton. The situation in these areas and in New Malden will be kept under review and further Controlled Parking Zones will be considered where appropriate and in consultation with local people. Schemes will be developed having full regard to the powers contained in the Road Traffic Act 1991.~~

~~11.124 Whilst the Council recognises that priority in the allocation of spaces needs to be given to meet the legitimate requirements of existing residential development, some allocation would need to be made for other important users. Examples are the needs of small businesses and those providing a caring service such as doctors and community services, and parking for people with disabilities. Dual use of permitted parking places should provide a mechanism for flexibility in car parking allocation to suit varying demands during the controlled hours. The Council recognises that there will need to be a fair and equitable allocation of residential parking permits and that the limitations of kerbside spaces may to some degree place a limit on the number of car permits issued per household.~~

## **Off-Street Servicing and Parking T28**

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**THE COUNCIL WILL ENSURE, WHEREVER PRACTICABLE, THE PROVISION AND RETENTION OF ADEQUATE OFF-STREET SERVICING, LOADING AND PARKING FACILITIES IN ALL COMMERCIAL AND MIXED USE DEVELOPMENTS AND EXTENSIONS AND IN APPROPRIATE CASES WILL SEEK TO SECURE REAR SERVICING TO ADJACENT PROPERTIES VIA SUCH FACILITIES. ANY PROPOSALS THAT INVOLVE BUILDING ON SUCH AREAS WILL BE UNACCEPTABLE IF THEY CANNOT BE SATISFACTORILY REPLACED AS PART OF THE DEVELOPMENT.**

11.125 The aim of Policy T28 is to remove all servicing activity from the public highway wherever this is practicable, and where possible, provide parking for developments, so as to improve general road safety and the street environment, maintain traffic capacity and simplify the implementation of pedestrianisation and pedestrian priority measures.

11.126 The Council will also look for opportunities, particularly in the case of new development, to secure rear servicing to adjacent properties where none already exists or where a combined access would improve the situation on the highway, particularly in terms of safety by, for example, permitting an unsatisfactory access to be closed.

- 11.127 The Council recognises, however, that the density and nature of existing developments, particularly in conservation areas, may preclude the universal provision of off-street servicing and parking.
- 11.128 Off-street servicing, loading and parking areas must be maintained (see also Policy T20). Any proposals that involve building on such areas will be unacceptable if they cannot be satisfactorily replaced as part of the development. Where sites are already tightly developed this may preclude even the smallest of extensions. This is particularly relevant where development is proposed which is otherwise in accordance with Policy E2: such developments will not be permitted when adequate parking and servicing cannot be provided.

## Use of Shopping Forecourts T29

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**THE COUNCIL, IN APPROPRIATE CASES AND SUBJECT TO ENVIRONMENTAL CONSIDERATIONS, WILL ENCOURAGE THE OWNERS OF WIDE FORECOURTS AT SHOPPING PARADES WHERE EXISTING ON-STREET PARKING AFFECTS THE FREE FLOW OF TRAFFIC ON THE MAIN ROAD, TO CONVERT PART OF THE FORECOURT TO A LAY-BY OR SERVICE ROAD TO SERVE THE SHOPPING PARADE, PROVIDED SATISFACTORY SPACE FOR PEDESTRIANS AND PEOPLE WITH DISABILITIES IS MAINTAINED.**

- 11.129 The Council is keen to maintain the vitality of local shopping parades (see policy S3). In many locations, particularly on the secondary road network, existing shopping parades suffer from inadequate parking and servicing arrangements. The lack of such facilities has knock-on detrimental effects on traffic capacity and flow and safety on the public highway. In such circumstances, and where there are existing wide forecourts between the road and shop fronts, the Council will in certain cases encourage owners to convert part of the forecourt to a lay-by or service road to serve the shopping parade. A prerequisite of any such conversion will be that adequate space is retained for comfortable pedestrian circulation, thereby ensuring that a pleasant, safe environment is maintained. Any such conversions will only be undertaken after consultation with the local community and the Police to ensure, in particular, that any special servicing needs are catered for. In appropriate cases, particularly where the control of parking is essential to the proper operation of the service road or lay-by, the Council will consider adoption of such facilities as public highway.